

Amendments to the Claims:

Please replace all prior versions, and listings, of claims in the application with the following listing of claims:

1. (currently amended) An amphibious vehicle having a body, retractable road wheels mounted to the body and arranged to be moved from a lower road engaging position in a land mode to an upper faired position in a marine mode, at least one of the wheels being drivable by means of a wheel drive shaft connectable to a prime mover of the vehicle, the drivable wheel(s) having a wheel transmission comprising a drive shaft, the drive shaft comprising an inner and outer constant velocity joint, characterized in that the inner joint is of the fixed or non-plunging ~~non-plugging~~ type, and the outer constant velocity joint is a plunging ~~plugging~~ joint.

2. (currently amended) An amphibious vehicle according to claim 1, where at least two wheels are drivable by means of a wheel drive shafts connectable to a prime mover of the vehicle, the drivable wheels having wheel transmissions each comprising a drive shaft, each drive shaft comprising an inner and outer constant velocity joint, characterized in that each inner joint is of the fixed or non-plunging ~~non-plugging~~ type, and each outer constant velocity joint is a plunging ~~plugging~~ joint.

3. (previously presented) An amphibious vehicle according to claim 1, where a decoupler is incorporated in at least one inner constant velocity joint.

4. (previously presented) An amphibious vehicle according to claim 3, where the decoupler incorporates a synchromesh mechanism.

5. (previously presented) An amphibious vehicle according to claim 1, where the vehicle is a planing vehicle, fitted with a transverse, mid-mounted prime mover.

6. (previously presented) An amphibious vehicle according to claim 1, where the vehicle is a planing vehicle, fitted with a longitudinal prime mover.

7. (cancelled)

8. (original) An amphibious vehicle according to claim 2, where each decoupler is incorporated in at least one inner constant velocity joint.

9. (original) An amphibious vehicle according to claim 8, where each decoupler incorporates a synchromesh mechanism.

10. (new) An amphibious vehicle comprising;

a body;

retractable road wheels mounted to the body and arranged to be moved from a lower road engaging position in a land mode to an upper faired position in a marine mode to permit planing of the amphibious vehicle;

wherein at least one of the wheels being drivable by means of a wheel drive shaft connectable to a prime mover of the vehicle, the drivable wheel(s) having a wheel transmission comprising a drive shaft, the drive shaft comprising an inner and outer constant velocity joint, characterized in that the inner joint is of the fixed or non-plunging type, and the outer constant velocity joint is a plunging joint;

further wherein the outer constant velocity joint accommodates for changes in length of the drive shaft of the wheel transmission as the wheels are retracted to the upper faired position.

11. (new) An amphibious vehicle comprising;

a body;

retractable road wheels mounted to the body and arranged to be moved from a lower road engaging position in a land mode to an upper faired position in a marine

mode, wherein the wheels are above the waterline in marine mode;

wherein at least one of the wheels being drivable by means of a wheel drive shaft connectable to a prime mover of the vehicle, the drivable wheel(s) having a wheel transmission comprising a drive shaft, the drive shaft comprising an inner and outer constant velocity joint, characterized in that the inner joint is of the fixed or non-plunging type, and the outer constant velocity joint is a plunging joint;

further wherein the outer constant velocity joint permits axial movement of an outer end of the drive shaft as the wheels are moved from land mode to marine mode.